EMC RESEARCH MARKET & OPINION RESEARCH SERVICES

811 First Avenue
Suite 451
Seattle, WA 98104
(206) 652-2454 TEL
(206) 652-5022 FAX

436 14th Street
Suite 820
Oakland, CA 94612
(510) 844-0680 TEL
(510) 844-0690 FAX

25 Old Kings Highway North
Suite 13, #105
Darien, CT 06820
(203) 662-0483 TEL
(203) 662-0435 FAX

EMCresearch.com

# Sound Transit Public Involvement Web Survey
# Preliminary Report
## March 13, 2008
## N = 9,068

**Results are from a public survey conducted February 20 – March 9, 2008 by EMC Research for Sound Transit. The goal of the survey is to seek input from Sound Transit District residents on the priorities and timing for a future regional transit ballot measure.**

**A total of 9,068 responses were received. Sound Transit provided hard-copy surveys to those who requested them. The vast majority of respondents took the survey online. As respondents to this survey are self-selecting, that is, they knew the survey topic and the sponsor, the survey results are not representative of a larger audience, and cannot be projected with statistical reliability beyond those who took the survey.**

**Note on open-ended questions: The Web survey included seven open-ended questions. Responses to these questions were grouped into the categories shown. This preliminary report does not provide information on responses to Questions 49, 51 and 53; "What makes you say that?" as the coding for these questions is not completed. Full information will be provided in the final report.**

**The attached appendix presents a more detailed preliminary analysis of the open-ended responses thus far.**

**EMC Research conducted a telephone survey using a virtually identical questionnaire among 800 randomly selected district voters, available separately. For comparative purposes, the numbering of both surveys is aligned.**

**All numbers are reported as percentages unless otherwise noted.**
**Some questions may add up to more/less than 100% due to rounding.**

Respondents categorized by Sound Transit District (Using provided Zip codes)

| | |
|---|---|
| Snohomish | 9% |
| North King | 38% |
| East King | 19% |
| South King | 9% |
| Pierce | 13% |
| Unknown or Out of District | 12% |

GENDER

| | |
|---|---|
| Not Answered | 2% |
| Male | 58% |
| Female | 36% |
| Rather not say | 4% |

3. Are you registered to vote at this address?

| | |
|---|---|
| Not Answered | 1% |
| Yes | 95% |
| No | 4% |

4. Do you feel things in the Puget Sound region are generally going in the right direction, or do you feel things have gotten pretty seriously off on the wrong track?

| | |
|---|---|
| Not Answered | 1% |
| Right direction | 31% |
| Wrong track | 55% |
| (Don't know) | 13% |

5. What do you think is the most important problem facing the Puget Sound region today?

| | |
|---|---|
| Transportation/Mass Transit | 34% |
| Traffic Congestion | 28% |
| Population Growth | 8% |
| Roads/Highways | 7% |
| Politics/Government Management | 7% |
| Environment/Pollution | 5% |
| High Taxes | 2% |
| Economy | 2% |
| High Prices/Cost of living | 1% |
| Other | 6% |

For each of the following public organizations, indicate whether you have a strongly favorable, somewhat favorable, somewhat unfavorable or strongly unfavorable opinion of each one.

**SCALE:** 1. Strongly Favorable 2. Somewhat Favorable 3. Somewhat Unfavorable 4. Strongly Unfavorable 5. (Can't Rate) 6. Never Heard

| | NA | Strong Fav | Some Fav | Some Unfav | Strong Unfav | Can't Rate | Never Heard | Fav | Unfav | Ratio |
|---|---|---|---|---|---|---|---|---|---|---|
| 6. | Pierce Transit | | | | | | | | | |
| | 1% | 6% | 17% | 5% | 3% | 62% | 6% | **23%** | **8%** | **2.8 to 1** |
| 7. | Sound Transit | | | | | | | | | |
| | 1 | 19% | 41% | 14% | 15% | 10% | 0% | **60%** | **29%** | **2.1 to 1** |
| 8. | King County Metro Transit | | | | | | | | | |
| | 1% | 17% | 49% | 16% | 9% | 8% | 0% | **66%** | **25%** | **2.7 to 1** |
| 9. | the Washington State Ferry System | | | | | | | | | |
| | 1% | 12% | 41% | 23% | 12% | 12% | 0% | **53%** | **35%** | **1.5 to 1** |
| 10. | Community Transit | | | | | | | | | |
| | 1% | 8% | 22% | 8% | 5% | 47% | 9% | **30%** | **13%** | **2.4 to 1** |
| 11. | The Washington State Department of Transportation | | | | | | | | | |
| | 1% | 5% | 31% | 30% | 19% | 13% | 1% | **36%** | **49%** | **0.7 to 1** |
| 12. | The Washington State Legislature | | | | | | | | | |
| | 1% | 3% | 27% | 30% | 29% | 10% | 1% | **30%** | **59%** | **0.5 to 1** |

13. What do you think is the most important transit improvement that needs to be made in Puget Sound?

| | |
|---|---|
| Better Train/Light-Rail System | 34% |
| Better Mass transit (general) | 28% |
| Road expansion/Better Freeway/More lanes | 14% |
| Improve Bus System | 9% |
| Better Bridge System | 3% |
| Improve Ferry System | 1% |
| Others | 5% |

Please indicate how urgent you feel it is to address the following transportation issues in Puget Sound. Use a scale of one to seven, where one means that issue is not at all urgent, and seven means that issue is extremely urgent.

**SCALE:** 1 2 3 4 5 6 7 | 8
Not at all urgent Extremely urgent | (DK)

| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **NA** | **Mean** |
|---|---|---|---|---|---|---|---|---|---|
| 14. Expanding mass transit in the Puget Sound region | 9% | 4% | 3% | 6% | 8% | 17% | 53% | 1% | 5.65 |
| 15. Expanding local bus service in your area | 9% | 9% | 10% | 18% | 21% | 16% | 16% | 1% | 4.47 |
| 16. Expanding regional express bus service | 7% | 6% | 9% | 17% | 23% | 20% | 18% | 1% | 4.75 |
| 17. Expanding light rail service | 16% | 4% | 4% | 6% | 9% | 16% | 44% | 1% | 5.13 |
| 18. Expanding commuter rail service | 13% | 5% | 5% | 9% | 13% | 19% | 35% | 1% | 5.02 |
| 19. Spending more money expanding roads instead of transit | 33% | 14% | 12% | 13% | 6% | 5% | 16% | 1% | 3.24 |

As you may know Sound Transit was created by voters in 1996 to build a mass transit system that connects regional population centers in King, Pierce, and Snohomish counties. Sound Transit currently operates Sounder commuter trains between Everett and Tacoma, ST Express regional buses that connect Seattle, Bellevue, Everett, and Tacoma with largest urban centers in the region, and Link light rail in downtown Tacoma. Light rail service between Downtown Seattle and Sea-Tac Airport will be completed in 2009.

20. In general, do you strongly favor, somewhat favor, somewhat oppose or strongly oppose continued expansion of this mass transit system of commuter rail, express buses, and light rail?

| | | | |
|---|---|---|---|
| Not Answered | 0% | | |
| Strongly Favor | 64% | | |
| Somewhat Favor | 14% | => | 79% |
| Somewhat Oppose | 5% | => | 18% |
| Strongly Oppose | 13% | | |
| (Need More Info/Undecided) | 3% | | |
| (Refused) | 0% | | |

21. The Sound Transit Board of Directors will soon decide whether or not to put a transit expansion measure on the ballot in November of this year. In general, do you strongly favor, somewhat favor, somewhat oppose or strongly oppose putting a transit expansion measure on the ballot in November of two thousand eight?

| | | | |
|---|---|---|---|
| Not Answered | 0% | | |
| Strongly Favor | 55% | | |
| Somewhat Favor | 16% | => | 71% |
| Somewhat Oppose | 5% | => | 21% |
| Strongly Oppose | 16% | | |
| (Need More Info/Undecided) | 8% | | |
| (Refused) | 0% | | |

**(IF Q21 = 3 OR 4, ASK Q22; ELSE SKIP TO Q23)**

22. Do you think the Sound Transit Board should put a transit expansion measure on the ballot sometime after two thousand eight or not at all?

| | |
|---|---|
| After 2008 | 30% |
| Not at all | 47% |
| (Don't know) | 21% |
| (Refused) | 1% |

**(RESUME ASKING EVERYONE)**

23. Which comes closer to your opinion, even if neither one is exactly right:

| | |
|---|---|
| We should: | |
| A. Vote on a measure to expand mass transit options as soon as possible | 69% |
| OR | |
| B. Wait two years before expanding mass transit so a new directly elected agency can be created to coordinate and plan roads and transit projects | 29% |
| Not Answered | 2% |

There are a variety of services or projects that could be funded by a future transit measure. For each of the following, indicate how important you personally think it is to include that service or project in a future transit measure.

SCALE: 1 2 3 4 5 6 7 | 8
Not at all important Extremely important | (Don't know)

| | NA | 1 | 2 | 3 | 4 | 5 | 6 | 7 | DK | Mean |
|---|---|---|---|---|---|---|---|---|---|---|
| 24. Almost doubling commuter rail service, from eighteen trips a day to thirty, between Tacoma and Seattle, with new trips throughout the day especially during rush hours. | 1 | 12 | 6 | 6 | 9 | 14 | 18 | 24 | 11 | 4.76 |
| 25. Funding a demonstration commuter rail service connecting Snohomish, Woodinville, Kirkland, Bellevue, and Renton in East King County, by using existing BNSF railroad tracks. | 1 | 13 | 5 | 6 | 10 | 14 | 16 | 28 | 8 | 4.80 |
| 26. Extending light rail service from the University of Washington to Northgate. | 1 | 17 | 6 | 6 | 8 | 11 | 13 | 31 | 8 | 4.69 |
| 27. Extending light rail from downtown Seattle across eye ninety to connect to [SPLIT SAMPLE: "Bellevue and the Redmond/Overlake area" / "Bellevue and Redmond's Microsoft area]. | 1 | 16 | 4 | 3 | 5 | 8 | 14 | 43 | 6 | 5.15 |
| 28. Extending light rail from the airport further southward to South two hundredth Street or the Kent/Des Moines area. | 1 | 19 | 7 | 7 | 9 | 12 | 13 | 24 | 10 | 4.35 |
| 29. Building a streetcar line to connect Seattle's Capitol Hill, First Hill and International District areas. | 1 | 26 | 9 | 9 | 10 | 12 | 10 | 14 | 9 | 3.67 |
| 30. Adding park-and-ride capacity at Snohomish County's **(MUHK'-il-TEE'-oh)** Mukilteo, Edmonds and Everett Sounder stations | 1 | 10 | 5 | 6 | 10 | 14 | 13 | 16 | 24 | 4.53 |
| 31. Adding Sounder commuter rail stations at Ballard or Broad Street in Seattle | 1 | 14 | 6 | 6 | 9 | 14 | 15 | 17 | 18 | 4.41 |
| 32. Adding park-and-ride capacity at the **(pyoo-AL'-uhp)** Puyallup and Sumner Sounder commuter rail stations. | 1 | 11 | 5 | 6 | 9 | 11 | 12 | 17 | 27 | 4.53 |

SCALE: 1 2 3 4 5 6 7 | 8
Not at all important Extremely important | (Don't know)

| | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **DK** | **Mean** |
|---|---|---|---|---|---|---|---|---|---|
| 33. Extending Sounder commuter rail from Lakewood to DuPont. | 18 | 7 | 7 | 8 | 9 | 9 | 12 | 30 | 3.81 |
| 34. Adding park-and-ride capacity at Auburn, Renton, Bothell, Burien, Lynnwood and South Everett. | 8 | 5 | 6 | 10 | 15 | 16 | 19 | 20 | 4.81 |
| 35. Adding bus rapid transit service across Lake Washington on State Route five twenty | 9 | 4 | 6 | 10 | 15 | 18 | 27 | 10 | 5.01 |
| 36. Extending Tacoma Link light rail service to Tacoma General Hospital. | 18 | 7 | 6 | 8 | 9 | 8 | 10 | 31 | 3.71 |
| 37. Building new direct access ramps in South Everett and Northgate enabling buses to move quickly between H oh vee lanes and transit centers. | 11 | 6 | 7 | 11 | 15 | 15 | 15 | 18 | 4.48 |
| 38. Providing funding to expand the frequency of service on the ST Express regional bus rapid transit system. | 11 | 6 | 7 | 11 | 15 | 17 | 19 | 13 | 4.63 |

39. Are there other transit services or elements you would like to see included in a transit expansion measure?

| | |
|---|---|
| Transit system (Buses, Trains) | 41% |
| Light rail extension | 19% |
| Roads/Express ways/Bridges | 10% |
| Improve Bus system | 9% |
| Ferry boats | 2% |
| Traffic issues | 1% |
| No/None/Can't think of any | 7% |
| Other | 7% |

**In the following questions, choose which statement is closest to your opinion:**

40. We should:
A: build a bigger light rail system OR
B: build a smaller light rail system and focus more on express bus service and commuter rail

| | |
|---|---|
| Statement A | 58% |
| Statement B | 40% |
| Not Answered | 2% |

41. We should:
A: build light rail in segments with multiple public votes on series of smaller light rail packages OR
B: have a single vote on a larger light rail package

| | |
|---|---|
| Statement A | 53% |
| Statement B | 44% |
| Not Answered | 2% |

42. We should:
A: vote on light rail expansion as soon as possible, so funding is in place and planning can begin so we can keep moving forward OR
B: wait for light rail from the airport to downtown to open and begin operating before we decided whether or not to move forward with the next phase of light rail

| | |
|---|---|
| Statement A | 62% |
| Statement B | 36% |
| Not Answered | 2% |

43. In East King County, one issue is whether to provide funds to develop passenger rail service on the BNSF rail corridor between Renton and Woodinville. Which option do you prefer:

**Option A** would make building light rail across Lake Washington and expanding Eastside express bus service along state route five twenty the main funding priorities through twenty twenty. This option calls for waiting until a future phase to consider rail service on the BNSF corridor.

**Option B** would be to leave express bus service close to what it is now, and instead build light rail along eye ninety from Seattle to Bellevue or Redmond, and invest in a demonstration commuter rail line on the BNSF corridor on existing track between Snohomish, Woodinville, Kirkland, Bellevue, and Renton.

Do you prefer A or B? (IF UNDECIDED) Well, which way do you lean, towards A or B?

| | |
|---|---|
| Option A | 34% |
| Option B | 61% |
| Not Answered | 5% |

There are a number of factors that affect the design of a transit plan. I'd like to ask you about three of them – the cost of the plan, the time it takes to implement the plan, and where it goes.

44. In general would you prefer a transit measure that:

| | |
|---|---|
| A. Costs more – $125 a year - but is completed sooner – in 12 years | 75% |
| B. Costs less – $75 a year - but takes longer to complete – 20 years instead of 12 | 20% |
| Not Answered | 5% |

45. In general would you prefer a transit measure that:

| | |
|---|---|
| A. takes longer to complete – 20 years -- but expands light rail further – building 50 miles connecting Lynnwood, Redmond, and Tacoma through Seattle - as well as additional commuter rail and express bus service. | 45% |
| B. is completed sooner – in 12 years -- but has less new light rail - 16 miles connecting Northgate and Bellevue through Seattle, as well as additional commuter rail and express bus service. | 48% |
| Not Answered | 7% |

46. In general would you prefer a transit measure that:

| | |
|---|---|
| A. Costs more - $125 a year - but expands light rail further – 50 miles connecting Lynnwood, Redmond, and Tacoma through Seattle - as well as additional commuter rail and express bus service. | 60% |
| B. Costs less - $75 a year - but has less new light rail - 16 miles connecting Northgate and Bellevue through Seattle, as well as additional commuter rail and express bus service. | 33% |
| Not Answered | 7% |

47. If you had to choose one, which is the most important thing to you – the cost, the time, or where it goes?

| | |
|---|---|
| Cost | 15% |
| Time | 21% |
| Where it goes | 60% |
| Don't Know | 2% |
| Not Answered | 2% |

The following questions are about transit measures that could be on the ballot in the future.

48. One option is a twelve year mass transit package that would fund twenty miles of light rail expansions. Light rail would reach the Northgate, Bellevue, Redmond and Kent-Des Moines Road. Corridors not served by light rail lines would receive expanded commuter rail and/or express bus service. This twelve year package would cost approximately nine billion dollars which is an additional one hundred twenty five dollars a year in sales taxes for the typical household. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal?

| | | | |
|---|---|---|---|
| Not Answered | 1% | | |
| Strongly Support | 41% | | |
| Somewhat Support | 21% | => | 63% |
| Somewhat Oppose | 7% | => | 28% |
| Strongly Oppose | 21% | | |
| (Need More Info/Undecided) | 7% | | |
| (Refused) | 1% | | |

49. What makes you say that?

Coming Soon

50. One/Another option is a twelve year mass transit package that would fund twenty miles of light rail expansions and at the same time put significant focus on commuter rail and express bus improvements. Light rail would extend to Northgate, Bellevue, and southward from the airport to South two hundredth Street. Corridors not served by light rail lines would receive expanded commuter rail and/or express bus service. This twelve year package would cost approximately eight billion dollars which is an additional one hundred dollars a year in sales taxes for the typical household. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal?

| | | | |
|---|---|---|---|
| Not Answered | 1% | | |
| Strongly Support | 20% | | |
| Somewhat Support | 32% | => | 52% |
| Somewhat Oppose | 13% | => | 35% |
| Strongly Oppose | 22% | | |
| (Need More Info/Undecided) | 9% | | |
| (Refused) | 2% | | |

51. What makes you say that?

Coming Soon

52. Another option is a twelve year mass transit package that would fund sixteen miles of light rail expansions and at the same time put significant focus on commuter rail and express bus improvements. Light rail would extend to Northgate and Bellevue but would not expand south from the airport. Corridors not served by light rail lines would receive expanded commuter rail and/or express bus service. This twelve year package would cost approximately six billion dollars which is an additional seventy five dollars a year in sales taxes for the typical household. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose this proposal?

| | | | |
|---|---|---|---|
| Not Answered | 4% | | |
| Strongly Support | 16% | | |
| Somewhat Support | 26% | => | 42% |
| Somewhat Oppose | 18% | => | 43% |
| Strongly Oppose | 25% | | |
| (Need More Info/Undecided) | 9% | | |
| (Refused) | 2% | | |

53. What makes you say that?

Coming Soon

54. In general, do you strongly favor, somewhat favor, somewhat oppose or strongly oppose putting a transit expansion measure on the ballot in November of two thousand eight?

| | | | |
|---|---|---|---|
| Not Answered | 1% | | |
| Strongly Favor | 52% | | |
| Somewhat Favor | 18% | => | 70% |
| Somewhat Oppose | 6% | => | 23% |
| Strongly Oppose | 17% | | |
| (Need More Info/Undecided) | 5% | | |
| (Refused) | 1% | | |

55. What other issues do you think the Sound Transit Board should take into account as they consider a plan to expand mass transit in the Puget Sound Region?

| | |
|---|---|
| Light Rail | 9% |
| Process/Decision making (Advice on what to do next) | 9% |
| Improve Bus Service | 8% |
| Government Funding | 7% |
| Address government/management issues | 7% |
| Population/The numbers of people who will be using it | 5% |
| Fix roads and bridges | 5% |
| More planning | 5% |
| Commuter rail | 4% |
| Less taxes | 4% |
| Provide other options | 4% |
| Be able to utilize existing services | 3% |
| They need to get it done as soon as possible | 3% |
| Environmental Issues | 2% |
| Traffic | 2% |
| Other cities examples | 2% |
| Park & Rides (More, more spaces) | 2% |
| I favor all transit (general) | 2% |
| More transit in the east | 2% |
| More transit in the south | 2% |
| More transit in the north | 1% |
| More transit in the west (West Seattle/Ballard) | 1% |
| Pedestrian/Bike improvements | 1% |
| Safety | 1% |
| Subarea equity | 1% |
| Quality of life | 1% |
| Specific projects – north/east/south | 3% |
| Other | 4% |

Now, I'd like to ask you a few questions for statistical purposes only.

56. In terms of your job status, are you employed, unemployed but looking for work, retired, a homemaker or a student?

| | |
|---|---|
| Not Answered | 1% |
| Employed | 79% |
| Unemployed | 1% |
| Retired | 11% |
| Student | 3% |
| Homemaker | 2% |
| Other | 1% |
| Rather not say | 1% |

57. How long have you lived in the Puget Sound region?

| | |
|---|---|
| Not Answered | 1% |
| Less than 2 years | 4% |
| 2 to 4 years | 7% |
| 5 to 9 years | 12% |
| 10 to 14 years | 11% |
| More than 15 years | 66% |
| Rather not say | 1% |

58. What is your age? **(READ CODES IF NECESSARY)**

| | |
|---|---|
| Not Answered | 1% |
| 18-24 | 4% |
| 25-29 | 10% |
| 30-34 | 11% |
| 35-39 | 12% |
| 40-44 | 11% |
| 45-49 | 11% |
| 50-54 | 12% |
| 55-59 | 10% |
| 60-64 | 8% |
| Over 65 | 8% |
| Rather not say | 3% |

# APPENDIX

## Sound Transit Public Involvement Web Survey
## Preliminary Report—March 13, 2008

### *PRELIMINARY QUALITATIVE ASSESSMENT OF OPEN-ENDED QUESTIONS*

Sound Transit's online survey administered from February 19 through March 9, 2008 included several open-ended or fill-in-the-blank questions. These questions provided the more than 9,000 survey participants the opportunity to offer opinions in their own words, providing additional information to the Sound Transit Board. Seven 'open-ended' questions were included in the survey.

The information in this appendix summarizes (1) overarching themes emerging from the responses, and (2) work to group responses within different categories so their frequency can be analyzed quantitatively. This work does require a level of subjective judgment. Sound Transit staff and consultants have aimed to analyze this content in a neutral fashion and present the Board with a body of information with which to make decisions about system expansion timeline and plan content. As in the past, verbatim answers to the questions are being compiled and will be made available to the Board and public.

**PLEASE NOTE:** This initial summary for the Sound Transit Board's March 13, 2008, meeting analyzes open-ended comments from the approximately 5,340 surveys received through Feb. 26, 2008. In the case of questions 49, 51 and 53, this initial report only analyzes 850 surveys. In the coming weeks, a final summary of all comments received will be provided to the Board as an addendum.

### *I. OVERARCHING THEMES FROM OPEN-ENDED QUESTIONS*

The following general themes were found throughout open-ended questions in this survey:

- Addressing transportation, congestion, and mass transit remain top priorities for those who provided comments. Many expressed a desire for "better," "integrated," and "seamless" transit solutions to get from point A to point B, not only for commuting to work during peak hours, but also for weekend activities, night-time cultural events, and for flexible/non-peak work schedules.
- Most commenters want an extension of the light rail system. Many expressed a belief that to be a competitive or world-class region in the face of rising population and congestion, the region needs high capacity transit.
- Others expressed a belief that transportation investments should focus on roads rather than transit. Among those who were supportive of transit, respondents generally preferred buses to light rail, citing flexibility and lower cost.
- Many people expressed frustration with the time required to make big decisions. They suggest that it is time to "just do something," make decisions, and move forward. Many cited fatigue with "endless public votes". A subset of people suggest waiting to offer a ballot

measure until Central Link is operational, and ridership data available, before asking for more support. Their reasons generally center around having "proof" to offer voters.

- In general, people who are supportive of Sound Transit and mass transit wanted to see one of the three packages suggested move forward as soon as possible. Many expressed support for the largest investment package. However, some indicated that a smaller package might be the way to "build credibility."
- Many survey participants suggested that Sound Transit maximize the use of existing resources through additional outreach and education regarding the "ease of riding" and "how to ride." Within this same topic, commenters also mentioned incentive (commute trip reduction) programs to partner with local businesses. These comments were more frequent than in previous comment periods over the last two years.
- Many people recognize Puget Sound's planning challenges: varying topography and keeping up with population growth are two challenges for transit planning. They also observe significant unplanned "sprawl" and feel that this region needs to catch up with itself. A future ballot measure should anticipate planned or assumed growth areas and reflect coordination with the Washington State Growth Management Act.
- People continue to comment that all transit agencies need to coordinate as effectively as possible (e.g., King County Metro, Pierce Transit, Community Transit, Sound Transit, Washington State Ferries).
- Many people would like to use transit today, but do not feel they can for several reasons – the current system does not work with their work schedule, parking at their transit center is currently lacking, or transfers are confusing or hard to make.
- Many respondents evaluated potential plans not only from a personal point of view (whether the transit system could benefit them directly), but also from a regional point of view (assessing the regional benefits of expanded transit).
- Some people did not like the survey's methodology or questions asked. Generally, these respondents disapproved of having to fill in an answer to all questions (this was later changed at a mid-point of the survey period), or felt that Sound Transit was "pushing" light rail by the wording of certain questions.

### *ANALYSIS OF OPEN-ENDED RESPONSES BY CATEGORIES*

Sound Transit consultants grouped responses to the Web survey's open-ended questions across a series of different categories, in some cases mirroring the categories used in analyzing responses from past Sound Transit telephone surveys.

The summary below reflects observed themes and representative comment quotes. It is organized by open-ended question asked in the survey.

### *OPEN-END QUESTION #1 (SURVEY QUESTION #5): WHAT DO YOU THINK IS THE MOST IMPORTANT PROBLEM FACING THE PUGET SOUND REGION TODAY?*

As summarized in detail in the survey topline report, some 60% of survey participants believed that transportation these issues were most important to the Puget Sound region. Terms used by

respondents that were incorporated into "population growth" included: "suburban sprawl," "poor growth management" or "overcrowding." Some responses characterized as having "other" concerns referred more vaguely to "infrastructure," which did not necessarily refer to transportation. With this question it is important to note a major difference in responses to the Web-based survey versus those from the randomly selected respondents to the phone survey. Phone survey respondents did not know at the outset that Sound Transit was the sponsor of the survey or that its focus was on transportation issues. Web survey respondents were aware of these facts.

## *OPEN-END QUESTION #2 (SURVEY QUESTION #13): WHAT DO YOU THINK IS THE MOST IMPORTANT TRANSIT IMPROVEMENT THAT NEEDS TO BE MADE IN PUGET SOUND?*

Most responses (>60%) focused heavily on rail and the general "elements" that form a regional mass transit system**:** light rail, transit centers, schedule/frequency of all transit, bus routes, and so on. These fell into the categories "Better Train/Light Rail System" and generally, "Better Mass Transit." When referencing light rail, the majority of comments were "for" light rail, mentioning specific extensions. Other commenters believed buses or bus rapid transit (BRT) are the answer to this region's transit woes – some referenced specific routes already in existence, while others mentioned possibilities of dedicating lanes to bus traffic that currently is stuck in congestion.

Some respondents mentioned specific light rail extensions. Most commonly cited were the need for rail across Lake Washington and along the I-405 corridor.

> *Connect the rapidly expanding Eastside with south and west by rail.*
>
> *Light rail across Lake Washington and north/south on the Eastside.*

Others who submitted comments for this question focused on specific neighborhood or route-based concerns, as well as additional facilities for bicycle riders.

> *There should be free bus service on weekends. Please extend route #303 to evening service to 12 midnight.*
>
> *Increased Sounder trains and buses to outlying areas, i.e. Maple Valley.*
>
> *Make transit more bike friendly by making each bus/train capable of accommodating up to 4 to 5 (or more) bicycles.*
>
> *I would love to see light rail extension from downtown Seattle to Ballard and/or West Seattle. This is likely beyond the scope of the next round of extensions, but the inclusion of a study into the line should be considered.*

## *OPEN-END QUESTION #3 (SURVEY QUESTION #39): ARE THERE OTHER TRANSIT SERVICES OR ELEMENTS YOU WOULD LIKE TO SEE INCLUDED IN A TRANSIT EXPANSION MEASURE?*

After being offered a list of individual projects to prioritize for inclusion in a potential transit plan, respondents were asked if there were any other elements they would like to see included in

a transit expansion measure. As in the preceding question, many respondents focused upon projects that would assist their personal commutes as opposed to a regional system approach. Many respondents simply repeated their previous comment.

Some respondents references additional projects that were not including on the original list. Sample comments include:

> *REAL bike improvements - curbed lanes, education, better racks on buses*
>
> *Bigger park-and-ride lots! It doesn't matter if you expand service if people can't find a place to park.*
>
> *Slightly reduce excessive focus on commuters and provide all-day multi-direction service*
>
> *Intelligent information systems such as GPS-estimated arrival times updated at bus stops and stations*

## *OPEN-END QUESTIONS #4 - #6 (SURVEY QUESTIONS 49, 51, 53): WHAT MAKES YOU SAY THAT?*

For each of these three questions, survey participants were asked to first rate the favorability of three plan variations. This was followed by a question asking: "What makes you say that?" to begin to get to the root of respondents' reactions.

Generally, people who adamantly supported the proposal in Q49 believed the other two plans did not go far enough; these respondents tended to favor light rail and therefore liked the other plans less because they included less light rail. However, many people noted that although they favored the first plan, they would be okay with the other two because they just wanted something to get done.

Conversely, people who did not support the proposal in Q49 tended to favor the proposal in Q53 and were somewhere in the middle for the proposal in Q51. These people tended to be "anti-light rail," or "anti-tax." They felt the first two plans included too much emphasis on transit/light rail and were too expensive for the individual taxpayer. Respondents who preferred road expansion to increasing transit also tended to fall under Q49 in terms of any favorability, or they favored none at all.

Some people opposed all three of the proposed plans because they did not serve their specific areas. People who supported commuter rail, buses or another mode of transit over light rail tended to favor the proposed plans in Q51 and Q53 over the proposed plan in Q49.

### *General themes/sample comments*

Several topics received frequent comment. A more complete tally of comments will be available in the final report.

***Light rail***
By far, and consistent with previous comment periods, there remains sentiment "for" and "against" light rail as a mode of transportation in the Puget Sound Region. Those respondents who support the farthest-reaching rail plan noted the following about it:

*Environmentally responsible, efficient requirement for growing 21st century city.*

*A better light rail system is a net savings to our region. A more limited scope cuts off more citizens from the benefits.*

*It's not getting any cheaper and traffic congestion is worsening, we need rail as soon as possible.*

Other respondents feel that light rail is not worth the investment in fixed infrastructure. Some reflected that their level of support for plans in Q51 and Q53 related to their preference for or against light rail. They note that buses are more flexible. Other people would prefer that roads were a regional priority rather than transit.

*Light rail cost is too high, benefiting too few people!*

*[I] prefer express buses.*

*Support of commuter rail and bus improvements.*

*Light rail will not serve enough of the population for the astronomical cost. Give us buses every 15 min and adequate walking/biking trails.*

*Commuter rail and light rail are not cost-effective in Seattle-area geography.*

*We don't need more transit, we need more roads.*

***Just Do Something***
Some respondents don't really care which plan is picked, and will support a transit plan regardless of its size. These respondents argue that "anything is something" and that the decisions and construction simply need to get done now. Some sample comments include:

*Increasing light rail service throughout Puget Sound region is crucially important so any plan that gets that underway is a step in the right direction.*

*I strongly support ANY major transit investment.*

*Do something. Just start it up. Once people see what a difference it makes they will join the band wagon.*

*Anything we can do regarding road congestion is best for everyone.*

*Increasing light rail service throughout Puget Sound region is crucially important so any plan that gets that underway is a step in the right direction.*

*We are so far behind other regions of the country.*

***Personal Impact***
Some people opposed plans that did not affect them personally. They do not believe a system will affect or benefit them if it does not reach their home community.

*It doesn't include Redmond which is where I live.*

*I don't see anything in this statement that directly addresses the northwest section of Seattle.*

*The improvements wouldn't affect me.*

***Brevity***
Many responses to these three questions are brief – begging additional questions if people did not understand the plan presented, the difference between the three plans, and so on. A few commenters reflected that they did "not notice the difference between this plan and the previous one."

***Cost***
Most people who reflected upon cost of the system responded negatively to the plans presented. Some people did not like a given plan due to cost and affordability, either the individual cost of the plan, or the sales tax required by all residents in order to get a plan in place. Other respondents, though fewer, reflected that any cost is worth the investment.

*People are taxed enough.*

*I pay too many taxes all ready!*

*Transit should be funded by riders.*

*Transit should be financed by rider fares and rider fares alone.*

*Transportation improvements affect everybody so it's worthwhile to pay tax money into it.*

***Needs to go farther south***
Some respondents recognized that some plans benefited South-end residents more than others, and reflected upon it:

*Would still like to see light rail down to Tacoma.*

*I live in south Sound so [this plan] has little to no personal benefit.*

## *OPEN-END QUESTION #7 (SURVEY QUESTION 55): WHAT OTHER ISSUES DO YOU THINK THE SOUND TRANSIT BOARD SHOULD TAKE INTO ACCOUNT AS THEY CONSIDER A PLAN TO EXPAND MASS TRANSIT IN THE PUGET SOUND REGION?*

The last open-ended question of the survey offered respondents the chance to add other issues of interest or comments to their entries. While many commenters used this space to reiterate their previously-entered responses, others offered insights into how a new plan should be organized, paid for, or how Sound Transit should operate to achieve better success. The following themes reflect the most frequently-referenced topics. Additional detail has been added to topics raised for the first time in this open-end area.

***Light Rail***
***(Referenced by 9% of comments analyzed)***
As noted above, light rail was a common topic of conversation on these surveys. Many people showed a strong preference for more and expanded light rail service. In the final question, most

respondents stated their "for" or "against" statements related to light rail in the context of long-term viability.

"For" light rail:

*Washington is expanding in population with not much more room for vehicles on our roads and highways; given that, light rail makes the most sense. Other comparable areas have subway systems that operate 24 hours a day.*

*We need a package that will not only support us but generations to come with lower emissions, less cost and sound management. It's not just about us; it's about my children and my children's children.*

*Emphasize the benefits of light rail such as schedule dependability, expandability such as adding coaches, attractiveness such as street improvements along the transit corridors, well designed amenities such as stations. Consider reduced fares initially so public can get the feel of it.*

"Against" light rail:

*Rail is too restrictive and non-flexible. Buses are much better.*

*Light rail is not the answer, buses are. Buses are adaptable, rail is fixed and if populations change rail might not serve an area where buses can change routes as populations change.*

***Process/Decision Making***
***(Referenced by 9% of comments analyzed)***

Many respondents offer their advice for what type of plan will resonate with voters and when the plan should be on the ballot. They also offered advice on how Sound Transit and Puget Sound transportation functions should be organized within one or separate agencies, and generally how quickly decisions need to be made. These comments are generally diverse in nature, but overall offer a sense of urgency to the Board of Directors. Some commenters want to see the Board (decision-makers) using the system. Some transit supporters sense that smaller packages may be more palatable to the majority of voters; others want to get as much done as possible as planning has gone on too long. These respondents generally want things done in they deem 'the right way' so that the region can move transportation forward productively. Some sampling of comments included:

*Propose smaller packages of projects that can be completed.*

*It is long past the time to "Start" planning. This is long overdue and the population density is increasing. Fix it now!*

*The Sound Transit Board members should all ride public transit to work every day as I did for over 20 years. Their ridership should be heavily publicized to show the driving public that transit ridership is a viable alternative to driving.*

*Traffic gets worse, not better, and with the cost of housing in Seattle being so high, fewer and fewer people can actually afford to live where they work. Expanding public transportation should be the major focus right now.*

*I'd need to see it, what it would look like first to completely support.*

*There needs to be more emphasis on the commuter rail system. People use it, it's a fact. Put money into what the people are using and can be using quickly. Wait on expanding light rail until it is up and running.*

*The reason to not put a measure on the November 2008 ballot is the currently shrinking economy and the lack of Sound Transit public support. Get the light rail line under construction done and let folks use it. As it is, we don't trust Sound Transit to deliver on its promises (or manage its contractors in a way that protects our environment and neighborhoods).*

***Improve Bus Service***
***(Referenced by 8% of comments analyzed)***

Bus service was a common comment reference – in very diverse ways. Some people enjoy Sound Transit's current services, and simply want more options in terms of schedule. Other commenters, as noted above, prefer bus options to light rail as a priority transit investment for Puget Sound. Other commenters worry about the connectivity of buses to feed light rail stations, or connections from one bus to another to make commuting easy for the average person.

*Later Sound Transit bus times. Maybe some 24-hour routes.*

*Light rail is not the answer, buses are. Buses are adaptable; rail is fixed and if populations change, rail might not serve an area where buses can change routes as populations change.*

*Rail is too restrictive and non-flexible. Buses are much better.*

*If we're going to be stuck with bus transit for a decade or more, we need better reliability.*

***Government Funding and Costs***
***(Referenced by 7% of comments analyzed)***

People are worried about their pocketbooks. They also worry that once Sound Transit is given their tax dollars, the agency will not spend them wisely. Other respondents recognize the need for transit, are willing to pay for it, but wonder if sales taxes are the best way to address the issue. Other respondents feel that tolls or fares should pay for transit.

*Accountability. Make sure voters know their money is being well-spent. Make sure people know that if we keep waiting, costs will just keep going up and traffic will keep getting worse.*

*Consider funding other than sales tax – not as fair as vehicle or gas tax, or higher rider fares.*

*Look at alternative ways of funding even if it means changing state laws. I know I will need to pay for this but to rely on the sales tax only verses also using other means of funding (tolls, property tax, etc) hits too many people directly in the pocketbook and makes it less likely to get support.*

*Tolling should be a major consideration. Active lobbying of the state legislature to enact tolls and supporting that a portion of those go to transit is essential.*

***Address Government Issues: Public Perception & Education***
***(Referenced by 7% of comments analyzed)***

Many participants opined that Sound Transit has work ahead: either to change current negative public perception of the agency, encourage additional transit ridership through education and

outreach, work more closely with partner agencies to assure seamlessness of transit operations around the region, or to work with businesses to provide incentives and encourage additional ridership. These commenters generally showed desire for Sound Transit to work toward increased education or marketing of its current operations and future plans, and offered paths forward to this end.

> *Sound Transit needs to show immediate, tangible progress and demonstrate how they are providing benefits to taxpayers.*
>
> *Any future measures need to have a clear and concise plan developed in advance to work with the public and the media.*
>
> *I think the most important thing now is to have a coherent plan to present to the voters with specific milestones, etc. The last one was not definite and I think that's what caused people to balk.*
>
> *Keep it simple. I think people throw up their hands and vote no just because it is frustrating with all the choices and the "leadership" all having different priorities and visions.*
>
> *How to entice people to actually use it. More incentives for businesses to have their employees commute by mass transit, and also incentives for people to use it when they go to arts and sports events in the region.*
>
> *Keep the public informed about the accomplishments of Sound Transit …The public needs to know that their taxes are being spent wisely and jobs are being created to help families.*
>
> *Do a better job explaining what Sound Transit is and how they serve the region ... most people don't know what Sound Transit is, what you do, and how you are different from King County Metro, etc.*
>
> *There has to be coordination so moving on transit is as easy as possible without studying a lot of maps and schedules.*
>
> *I would want to know that surveys have shown people in these communities will indeed use it. If there is evidence they will, I am for it.*

***Population, Growth and Ridership***
***(Referenced by 5% of comments analyzed)***

Many respondents recognized that transit is one element of an overarching need or effort to coordinate urban planning and population growth around the region. These commenters advised Sound Transit to integrate transit planning with land use planning as well as transit-oriented development. People also have concerns related to current population growth and density – as well as how the cost of living seems to be influencing where people are living, and therefore commute patterns. Other commenters focused on planning in concert with future ridership projections, and encouraged Sound Transit to look closely at this issue.

> *Affecting the Growth Management Act and local/regional zoning plans to enable an intelligent and synergistic form of development around the transit that you will be providing.*
>
> *What is being done to reach out to larger businesses and regular commuters to ensure*

*that these systems will be used - and can the capacity be created to handle the masses in mass transit when - 10 years from now people realize this is a good alternative to their personal car.*

*Address exploding population!*

*Typically, all expansion in this region is done with a short sighted view rather than being well planned for the future. Population growth will continue and we must look forward.*

***Comparison of "Where to Focus Efforts"***
***(Referenced collectively by 6% of comments analyzed)***

Finally, some respondents made their final plea, or gave logic in favor of additional service for any one area of the Sound Transit district. These comments were generally based upon where a commuter lived and worked. Comments to this effect fell as follows:

*More transit in East – 2%*

These comments focused upon east-wide inter-eastside routes, I-405 congestion, and connections across Lake Washington.

*Don't forget about I-405. Transit in this region is great if you are traveling to or from Seattle. If you are traveling anywhere on the Eastside it makes more sense to drive, because the transit options are so poor.*

*Mass transit to Microsoft should be heavily considered, they are the largest source of traffic congestion.*

*The I-405 corridor obviously needs transit, and the BNSF tracks are an excellent option, but make sure they tie in to any plans to bring light rail over to the Eastside from Seattle.*

*Add more Eastside buses. Just look at the Bellevue skyline. More bus service is needed.*

*Light rail to and within the Eastside needs to be a priority. Do it fast!*

*More transit in South – 2%*

South-focused comments reflected upon light rail south of Sea-Tac Airport, commuter rail schedule, and extensions of Tacoma Link. In addition, some comments focused on alleviating SR 167 congestion.

*Pay more attention to South King County, east of I-5. Ridership numbers would go up if there was light rail in the valley as opposed to the west hill, because it would draw riders from east hill areas and valley areas, not just west hill areas of Des Moines and Federal Way. Kent and Auburn voters would be more supportive and you wouldn't lose much support from western communities.*

*I'm definitely watching to make sure Tacoma doesn't get shorted in favor of overly heavy investment elsewhere.*

*Please expand Tacoma Link and bring light rail south from SeaTac.*

*More runs with the Sounder train and easier access to the train. More parking or easier busing to the transit stations.*

*More transit in North – 1%*

Comments related to transit expansion in the north identified points between downtown Seattle and Everett as priorities. Transportation to Boeing in Everett, as well as additional commuter rail and bus frequency were noted.

> *Boeing has a huge presence in Everett and more mass transit, at least in my opinion, would serve this area enormously.*
>
> *People from North King County also need mobility. It's very difficult for us to access the Eastside - because Sound Transit has no direct service between Northgate and the Eastside, if I wanted to visit friends in Bellevue for an evening, I would have to transfer downtown and make an hour-long trip on the 358 - not particularly safe late at night - and then walk a half-mile to my house in the dark. Beyond that, it is nearly impossible for Shoreline residents to make any use of Sound Transit services at all. I want to use them, I just can't.*
>
> *A very first step should be running Sound Transit buses from all of Snohomish County frequently, and especially from Mukilteo as getting to Seattle by public transportation can only be done in the early morning and a return only possible in late afternoon.*
>
> *Most plans seem to leave the Everett area out of range for any light rail.*

*More transit in west areas of Seattle – 1%*
As in previous comments collected, connecting West Seattle and Ballard, and points in between remains a priority for these neighborhoods, mostly compared with the former Monorail route and in reference to potential future Viaduct construction. These comments also included Burien as a potential extension with West Seattle.

> *Nothing (w/the exception of one mention) in here talks about those communities West, Southwest, or Northwest: SW Seattle, Burien, Ballard.*
>
> *The West Seattle Bridge will be a nightmare if the Viaduct is closed. More congestion relief ideas are needed.*
>
> *West Seattle lost out when the Monorail went down and I don't see any solutions for this area, especially when the Viaduct construction begins (no matter what it will be).*
>
> *Definitely think about a Ballard-to-West Seattle route to match what the green line of the Seattle Monorail project would have done. There's a lot of untapped potential there.*

***Survey Methodology - less than 2%***
A number of respondents did not approve of the survey, its methodology or terminology. Some respondents also called the telephone line to express their frustration in this regard. While the survey was edited to allow respondents to skip questions later in the survey period, the following sampling of critical comments are provided:

> *Regarding this survey, I honestly do not know the difference between light rail, commuter rail, and passenger rail. You people probably live and breathe this stuff but they're all "rail" to me, with the alternative being "bus." Please communicate in words the average Joe understands if you're serious about seeking money and passing a vote.*
>
> *This survey required answers to questions that in which I disagreed with both*

*propositions. Very poorly constructed survey.*

*Open up your eyes and mind. I am not trying to be disrespectful, but look at this survey. First page asks about this and that and then you come in for the kill and just spend the rest of the survey on light rail. What's up with that?*

*Fixing this survey so you don't get meaningless answers.*

| | | All | | Sample | | ST District | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Web | IVR | Snoh | N King | E King | S King | Pier | NA | Out/ Oth |
| | | N | % | % | % | % | % | % | % | % | % | % |
| Number of cases | | 6077 | | 5661 | 416 | 532 | 1813 | 1286 | 726 | 1108 | 94 | 518 |
| Row percent | | | 100% | 93% | 7% | 9% | 30% | 21% | 12% | 18% | 2% | 9% |
| Sample | Web | 5661 | 93% | 100% | 0% | 93% | 95% | 94% | 90% | 90% | 100% | 94% |
| | IVR | 416 | 7% | 0% | 100% | 7% | 5% | 6% | 10% | 10% | 0% | 6% |
| ST District | Snohomish | 532 | 9% | 9% | 9% | 100% | 0% | 0% | 0% | 0% | 0% | 0% |
| | North King | 1813 | 30% | 30% | 23% | 0% | 100% | 0% | 0% | 0% | 0% | 0% |
| | East King | 1286 | 21% | 21% | 18% | 0% | 0% | 100% | 0% | 0% | 0% | 0% |
| | South King | 726 | 12% | 12% | 17% | 0% | 0% | 0% | 100% | 0% | 0% | 0% |
| | Pierce | 1108 | 18% | 18% | 26% | 0% | 0% | 0% | 0% | 100% | 0% | 0% |
| | Not Answered | 94 | 2% | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% |
| | Outside/Other | 518 | 9% | 9% | 7% | 0% | 0% | 0% | 0% | 0% | 0% | 100% |
| Q2. Expand the mass transit system? | Extremely urgent | 4623 | 76% | 77% | 60% | 78% | 83% | 69% | 73% | 74% | 41% | 82% |
| | Somewhat urgent | 823 | 14% | 14% | 14% | 14% | 11% | 17% | 15% | 15% | 3% | 11% |
| | Not urgent | 271 | 4% | 4% | 14% | 3% | 3% | 7% | 5% | 5% | 0% | 3% |
| | Do not support | 243 | 4% | 4% | 8% | 4% | 2% | 6% | 5% | 5% | 2% | 3% |
| | Not sure | 41 | 1% | 1% | 2% | 1% | 1% | 1% | 1% | 0% | 1% | 0% |
| | Not Answered | 76 | 1% | 1% | 3% | 0% | 0% | 0% | 1% | 1% | 52% | 0% |
| Q3. What do you think about adding more light rail | Extremely urgent | 3723 | 61% | 62% | 52% | 60% | 72% | 61% | 54% | 51% | 41% | 62% |
| | Somewhat urgent | 1208 | 20% | 20% | 14% | 21% | 16% | 17% | 24% | 26% | 3% | 21% |
| | Not urgent | 381 | 6% | 6% | 15% | 8% | 3% | 7% | 9% | 8% | 0% | 6% |
| | Do not support | 560 | 9% | 9% | 10% | 9% | 7% | 12% | 10% | 11% | 3% | 7% |
| | Not sure | 118 | 2% | 2% | 3% | 1% | 1% | 2% | 3% | 3% | 1% | 3% |
| | Not Answered | 87 | 1% | 1% | 6% | 0% | 1% | 1% | 1% | 1% | 51% | 1% |
| Q4. What do you think about adding more commuter rail? | Extremely urgent | 3229 | 53% | 53% | 49% | 52% | 49% | 44% | 61% | 65% | 2% | 65% |
| | Somewhat urgent | 1724 | 28% | 29% | 19% | 28% | 33% | 32% | 24% | 22% | 41% | 22% |
| | Not urgent | 461 | 8% | 7% | 15% | 9% | 9% | 10% | 6% | 5% | 1% | 5% |
| | Do not support | 438 | 7% | 7% | 8% | 8% | 5% | 10% | 7% | 7% | 2% | 6% |
| | Not sure | 129 | 2% | 2% | 3% | 2% | 3% | 3% | 1% | 1% | 0% | 1% |
| | Not Answered | 96 | 2% | 1% | 6% | 1% | 1% | 1% | 1% | 1% | 53% | 1% |

| | | All | | Sample | | ST District | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Web | IVR | Snoh | N King | E King | S King | Pier | NA | Out/ Oth |
| | | N | % | % | % | % | % | % | % | % | % | % |
| Q5. Adding more regional express bus? | Extremely urgent | 2927 | 48% | 48% | 49% | 56% | 48% | 48% | 45% | 48% | 2% | 54% |
| | Somewhat urgent | 1992 | 33% | 34% | 23% | 28% | 35% | 32% | 34% | 34% | 43% | 26% |
| | Not urgent | 587 | 10% | 9% | 15% | 9% | 10% | 10% | 11% | 9% | 1% | 10% |
| | Do not support | 391 | 6% | 7% | 5% | 7% | 5% | 8% | 6% | 7% | 0% | 8% |
| | Not sure | 91 | 1% | 2% | 1% | 1% | 1% | 1% | 3% | 2% | 1% | 1% |
| | Not Answered | 89 | 1% | 1% | 6% | 0% | 0% | 1% | 1% | 1% | 53% | 1% |
| Q6. Of these two 12-year options, which do you prefer? | 0.4% option | 1458 | 24% | 25% | 17% | 21% | 23% | 17% | 32% | 31% | 2% | 25% |
| | 0.5% option | 2778 | 46% | 47% | 33% | 38% | 60% | 52% | 37% | 28% | 43% | 39% |
| | Dont like either | 1433 | 24% | 23% | 31% | 32% | 14% | 26% | 24% | 32% | 7% | 28% |
| | Dont Know | 176 | 3% | 3% | 6% | 4% | 2% | 2% | 3% | 5% | 1% | 4% |
| | Not Answered | 232 | 4% | 3% | 13% | 5% | 2% | 3% | 4% | 3% | 47% | 4% |
| Q7. Which best expresses your view? | 20-year option | 2626 | 43% | 44% | 26% | 54% | 43% | 35% | 42% | 47% | 41% | 47% |
| | 12-year option | 1908 | 31% | 32% | 26% | 19% | 38% | 37% | 31% | 25% | 5% | 25% |
| | Dont support either | 834 | 14% | 13% | 22% | 14% | 9% | 17% | 14% | 16% | 7% | 15% |
| | Dont support expanding mass transit | 190 | 3% | 3% | 3% | 4% | 2% | 4% | 3% | 4% | 0% | 4% |
| | Undecided | 355 | 6% | 6% | 7% | 6% | 6% | 6% | 6% | 6% | 1% | 8% |
| | Not Answered | 164 | 3% | 2% | 16% | 2% | 1% | 2% | 3% | 2% | 45% | 3% |
| Q8. When should the region vote? | 2008 | 4603 | 76% | 78% | 51% | 74% | 82% | 73% | 74% | 73% | 48% | 77% |
| | 2010 | 604 | 10% | 10% | 10% | 13% | 8% | 11% | 10% | 11% | 3% | 9% |
| | After 2010 | 202 | 3% | 3% | 7% | 3% | 2% | 5% | 3% | 4% | 3% | 2% |
| | Never | 302 | 5% | 5% | 11% | 5% | 3% | 6% | 6% | 6% | 1% | 4% |
| | Dont Know | 203 | 3% | 3% | 5% | 3% | 3% | 3% | 4% | 4% | 1% | 5% |
| | Not Answered | 163 | 3% | 2% | 16% | 2% | 1% | 2% | 3% | 2% | 44% | 2% |

| | | All | | Sample | | ST District | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Web | IVR | Snoh | N King | E King | S King | Pier | NA | Out/ Oth |
| | | N | % | % | % | % | % | % | % | % | % | % |
| Q9. Age | <17 | 21 | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 1% |
| | 18-24 | 337 | 6% | 6% | 3% | 4% | 6% | 6% | 5% | 5% | 0% | 6% |
| | 25-29 | 683 | 11% | 12% | 2% | 9% | 16% | 9% | 12% | 9% | 0% | 8% |
| | 30-34 | 823 | 14% | 14% | 2% | 10% | 19% | 12% | 13% | 11% | 1% | 12% |
| | 35-39 | 726 | 12% | 12% | 5% | 11% | 14% | 14% | 10% | 10% | 1% | 9% |
| | 40-44 | 644 | 11% | 11% | 6% | 12% | 10% | 11% | 10% | 12% | 0% | 12% |
| | 45-49 | 609 | 10% | 10% | 6% | 14% | 8% | 9% | 12% | 11% | 0% | 12% |
| | 50-54 | 593 | 10% | 10% | 10% | 12% | 8% | 9% | 11% | 11% | 1% | 13% |
| | 55-59 | 515 | 8% | 9% | 6% | 8% | 6% | 10% | 8% | 10% | 2% | 11% |
| | 60-64 | 338 | 6% | 5% | 10% | 6% | 4% | 7% | 7% | 7% | 4% | 4% |
| | 65+ | 457 | 8% | 6% | 27% | 8% | 6% | 9% | 6% | 10% | 5% | 6% |
| | Not Answered | 283 | 5% | 4% | 18% | 5% | 3% | 3% | 5% | 3% | 83% | 4% |
| | Other | 48 | 1% | 1% | 3% | 0% | 1% | 1% | 1% | 1% | 2% | 1% |
| Q10. Gender | Male | 3392 | 56% | 57% | 40% | 55% | 64% | 59% | 49% | 48% | 16% | 53% |
| | Female | 2417 | 40% | 40% | 41% | 40% | 33% | 38% | 47% | 49% | 4% | 44% |
| | Not Answered | 268 | 4% | 3% | 19% | 4% | 2% | 3% | 4% | 3% | 80% | 4% |
| age | <25 | 358 | 6% | 6% | 4% | 4% | 6% | 7% | 5% | 5% | 0% | 7% |
| | 25 to 39 | 2232 | 37% | 39% | 9% | 30% | 48% | 35% | 36% | 31% | 2% | 30% |
| | 40 to 54 | 1846 | 30% | 31% | 22% | 38% | 26% | 29% | 33% | 33% | 1% | 38% |
| | 55 & up | 1310 | 22% | 20% | 43% | 23% | 16% | 26% | 21% | 27% | 12% | 21% |
| | Else | 331 | 5% | 4% | 21% | 5% | 3% | 4% | 5% | 4% | 85% | 5% |